



October 1997

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Travel to Place of Work and Education

Adelaide Statistical
Division



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NOTES

ABOUT THIS PUBLICATION

This publication contains results relating to the Travel to Place of Work and Education Survey conducted throughout the Adelaide Statistical Division in October 1997.

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ABOUT THIS SURVEY

Information was obtained about modes of transport used to travel to place of work and place of education; the origin and destination of journeys; departure time and duration of trip; main reason for using or not using public transport; bicycle usage; whether passengers were taken and types of trips linked to the main work journey.

See Explanatory Notes on pages 13 and 14 for more information.

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SYMBOLS AND OTHER USAGES

ASD	Adelaide Statistical Division
RSE	relative standard error
SE	standard error
*	relative standard error between 25% and 50%—subject to sampling variability too high for most practical purposes
**	relative standard error greater than 50%—subject to sampling variability too high for practical purposes

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ROUNDING

Where figures have been rounded, discrepancies may occur between sums of the component items and totals. Published percentages are calculated prior to rounding of the figures and therefore some discrepancy may occur between these percentages and those that could be calculated from the rounded figures.

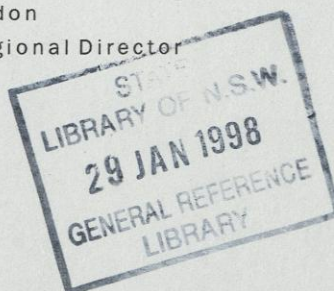
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INQUIRIES

For information about statistics in this publication and the availability of related unpublished statistics, contact Gary Niedorfer on Adelaide (08) 8237 7379.

For information about other ABS statistics and services, please refer to the back of this publication.

Barry Haydon
Acting Regional Director



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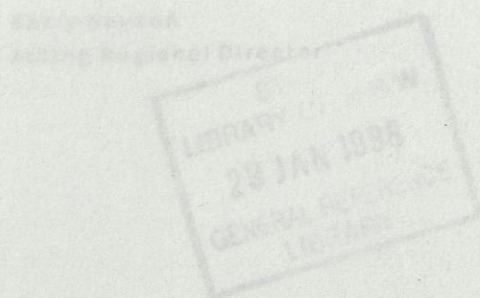
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MAIN FEATURES

TRAVEL TO PLACE OF WORK AND EDUCATION

OVERVIEW

In October 1997, 11.2% (69,500 persons) of the 620,000 persons living in the Adelaide Statistical Division (ASD) who travelled to work and/or study used public transport as their main mode of transport. Almost eight times as many persons (88.7%) used private transport. This compares with 16.8% and 83.2% in 1991 respectively. The proportion of persons travelling by 'car as driver' as their main mode increased from 51.1% in 1991 to 54.3% in 1997 while the proportion travelling as passengers increased from 17.0% to 22.4%. Bicycle usage as the main mode of transport has remained stable (3.3% in 1991 and 3.1% in 1997).

JOURNEY TO WORK

The peak departure time for persons travelling to work occurred between 7:30 am and 8:29 am with 137,900 (34.6%) leaving for work during this hour.

Almost two-thirds (65.7%) of persons travelling to work only by car took less than 30 minutes. Persons using public transport for some part of their work trip tended to spend more time travelling with about two thirds (69.2%) taking 30 minutes or longer.

The most common reasons for not riding a bicycle to work were 'Too far to ride/takes too long' (40.9%) and 'Needs vehicle for work purposes' (16.4%).

PUBLIC TRANSPORT

The most commonly nominated reasons for not using public transport for travel to work were 'Service does not go where I want' (24.7%), 'Vehicle used for work purposes' (17.4%) and 'Takes too long' (16.7%). 'No access to car' (35.1%) and 'To save on travel costs' (27.8%) were the most common reasons given by persons for using public transport for travelling to work.

The most common reasons for students not using public transport for travel to place of study were 'Lives too close to place of education' (32.1%) and 'Concerned about safety/too young' (25.0%).

PASSENGERS

About three-quarters (77.6%) of drivers to work do not take passengers with them on their journey. The most common reason (36.7%) for not taking passengers from the same household was that other household members work in a different location. Not knowing anybody living nearby who needs a ride was the main reason (68.3%) for not taking passengers from other households.

Of the 69,800 drivers who took passengers on their trip to work, 32.1% had more than one passenger. Taking children was the major reason (62.1%) for having passengers from the same household.

Main mode of travel	JOURNEY.....				PROPORTION...	
	Work(a)	School	Post-school(b)	Total(c)	1991(d)	1997
	'000	'000	'000	'000	%	%
PUBLIC						
Bus	22.4	23.0	12.8	58.2	13.8	9.4
Other public	7.2	*2.2	*1.9	11.3	3.0	1.8
Total	29.7	25.2	14.7	69.5	16.8	11.2
PRIVATE						
Car as driver	320.7	4.0	12.2	336.9	51.1	54.3
Car as passenger	27.2	110.0	*1.5	138.7	17.0	22.4
Motor cycle/scooter	*2.9	**	**	*2.9	0.9	*0.5
Bicycle	9.1	8.5	*1.5	19.1	3.3	3.1
Walk	7.4	39.0	*2.3	48.6	10.4	7.8
Other private	*0.9	*2.9	**	3.8	0.4	0.6
Total	368.2	164.4	17.5	550.1	83.2	88.7
TOTAL						
Total(e)	398.1	189.7	32.2	620.0	100.0	100.0

(a) Persons who usually work 15 hours or more per week.

(b) Full-time post-school students.

(c) Includes both main forms of transport to place of work and education for the estimated 4,200 persons who worked and studied in 1997.

(d) Excludes 4 year olds.

(e) Don't know responses have been included in the total.

2 DEPARTURE TIME BY MODE OF TRAVEL TO WORK(a)

Departure time	MODE OF TRAVEL.....			TOTAL(b).....	
	Car only	Public transport at all(c)	Other private transport(d)	Number	Proportion
	'000	'000	'000	'000	%
Before 7:00 am	63.7	4.7	12.4	80.8	20.3
7:00 to 7:29 am	34.2	3.6	8.2	45.9	11.5
7:30 to 7:59 am	50.4	7.8	8.3	66.5	16.7
8:00 TO 8:29 am	58.3	7.0	6.1	71.4	17.9
8:30 am to 8:59 am	27.4	*1.7	4.0	33.2	8.3
9:00 am to 3:59 am	19.6	*1.1	*2.9	23.6	5.9
4:00 pm to midnight	9.0	**0.6	*1.3	10.9	2.7
Depends on shift/location	33.9	3.0	3.6	40.5	10.2
No usual time	20.3	*1.5	*2.3	24.2	6.1
Total(b)	317.5	31.2	49.2	398.1	100.0

(a) Persons who usually work 15 hours or more per week.

(b) Don't know responses have been included in the total.

(c) Public transport used for main or additional mode of travel.

(d) Dual modes of private and single modes of private other than 'car as driver'.

3 DURATION OF TRIP BY MODE OF TRAVEL TO WORK(a)

Average trip time	MODE OF TRAVEL.....			TOTAL(b).....	
	Car only	Public transport at all(c)	Other private transport(d)	Number	Proportion
	'000	'000	'000	'000	%
Less than 10 minutes	39.3	**	10.3	49.6	12.5
10 to 19 minutes	94.8	3.0	16.2	114.0	28.6
20 to 29 minutes	74.6	5.9	10.8	91.3	22.9
30 to 39 minutes	48.4	6.3	6.7	61.4	15.4
40 to 59 minutes	27.1	10.0	3.6	40.7	10.2
60 minutes (1 hour) or more	6.2	5.3	**0.6	12.1	3.0
Variable	26.1	**0.4	*1.0	27.4	6.9
Total(b)	317.5	31.2	49.2	398.1	100.0

(a) Persons who usually work 15 hours or more per week.

(b) Don't know responses have been included in the total.

(c) Public transport used for main or additional mode of travel.

(d) Dual modes of private transport and single modes of private other than 'car as driver'.

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REASON FOR USING PUBLIC TRANSPORT TO WORK(a)

Main reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Save on travel costs	3.0	5.6	8.7	27.8
Avoids parking problems	*2.1	*1.9	4.0	12.9
Public transport within walking distance	*1.5	*2.4	3.9	12.5
No access to car	5.1	5.9	10.9	35.1
Other	*1.9	*1.4	3.3	10.5
Total(b)	14.0	17.2	31.2	100.0

(a) Persons who usually work 15 hours or more per week and use public transport as their main or additional mode.

(b) Don't know responses have been included in the total.

5

REASON FOR NOT USING PUBLIC TRANSPORT TO WORK(a)

Main reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Vehicle used for work purposes	51.7	11.9	63.6	17.4
Takes too long	35.1	26.0	61.1	16.7
Service doesn't go where I want/need to transfer	51.4	39.3	90.7	24.7
No service at all/that time of day	21.1	12.7	33.8	9.2
Service too infrequent/unreliable	7.2	6.4	13.7	3.7
Too far to bus/train/tram stop	*2.9	*2.2	5.1	1.4
Works shifts or variable hours	10.9	9.6	20.5	5.6
Carry equipment/tools etc.	7.8	*2.8	10.6	2.9
Takes passenger/is passenger/shares car	10.6	19.5	30.0	8.2
Personal preference	5.9	*2.5	8.4	2.3
Convenience	3.6	4.0	7.6	2.1
Live close to work location	3.0	4.6	7.6	2.1
Other	7.5	4.6	12.1	3.3
Total(b)	219.9	146.8	366.7	100.0

(a) Persons who usually work 15 hours or more per week and do not use public transport as their main or additional mode.

(b) Don't know responses have been included in the total.

REASON FOR NOT USING PUBLIC TRANSPORT TO PLACE OF EDUCATION(a)

Main Reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Lives too close to place of education	29.8	27.8	57.6	32.1
Takes too long	9.3	7.5	16.8	9.4
Service doesn't go where I want to go	12.3	10.6	22.9	12.8
No service at all/that time of day	5.1	4.7	9.8	5.5
Concerned about safety/too young	22.8	21.9	44.7	25.0
Personal preference	6.7	3.9	10.5	5.9
Takes passenger/is passenger in car	3.8	4.7	8.5	4.8
Other	*2.6	4.6	7.2	4.0
Total(b)	93.1	86.0	179.1	100.0

(a) Persons who do not use public transport as their main or additional mode.

(b) Don't know responses have been included in the total.

REASON FOR NOT RIDING A BICYCLE TO WORK(a)

Main reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Needs vehicle for work purposes	53.3	10.4	63.6	16.4
Too far to ride/takes too long	85.8	72.6	158.4	40.9
Concerned about safety	11.2	15.8	27.1	7.0
Carry equipment/tools etc.	11.5	4.5	16.0	4.1
Takes passenger/is passenger/shares car	4.9	12.8	17.6	4.6
Other transport available	4.0	3.5	7.6	1.9
Difficulties due to disability/health condition	3.6	*2.3	5.9	1.5
Doesn't have a bicycle	31.1	24.0	55.2	14.2
Lazy/unfit	*2.5	*2.5	5.0	1.3
Weather	3.8	*0.8	4.6	1.2
Terrain	*2.9	*1.7	4.6	1.2
Other	10.0	9.7	19.7	5.1
Total(b)	225.6	162.0	387.6	100.0

(a) Persons who usually work 15 hours or more per week and do not ride a bicycle as their main or additional mode.

(b) Don't know responses have been included in the total.

DRIVERS TO WORKPLACE, Number of Passengers Taken(a)

	FROM SAME HOUSEHOLD.....		FROM OTHER HOUSEHOLD.....		FROM ANY HOUSEHOLD(b)...	
	Number	Proportion	Number	Proportion	Number	Proportion
Household passengers taken	'000	%	'000	%	'000	%
One	36.9	11.4	15.5	4.8	47.3	14.6
Two	15.8	4.9	*0.9	*0.3	17.8	5.5
Three or more	3.6	1.1	**0.2	**0.1	4.6	1.4
Total	56.3	17.3	16.6	5.1	69.8	21.5
No passengers	265.9(c)	82.0	305.1	94.0	251.9	77.6
Total(d)	324.5	100.0	324.5	100.0	324.5	100.0

(a) Persons who usually work 15 hours or more per week and travel by 'car as driver'.

(b) As drivers can take passengers from same and other households components may not add to the total.

(c) Includes an estimated 33,100 persons who belong to single person households.

(d) Don't know responses have been included in the total.

DRIVERS TO WORKPLACE, Reason for Taking Passengers from Same Household(a)

	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
Main reason	'000	'000	'000	%
Take children to child care or place of education/bus stop	10.9	24.0	35.0	62.1
Works with or nearby passenger	11.9	3.9	15.7	28.0
Other	3.5	*2.1	5.6	9.9
Total	26.3	30.0	56.3	100.0

(a) Persons who usually work 15 hours or more per week and travel by 'car as driver'.

Main reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Work in different locations	59.1	38.4	97.5	36.7
Work irregular/different hours	34.9	23.0	57.9	21.8
Others don't need ride	50.3	18.6	68.8	25.9
Single person household	20.6	12.5	33.1	12.5
Other	5.9	*2.1	8.0	3.0
Total(b)	171.1	94.8	265.9	100.0

(a) Persons who usually work 15 hours or more per week and travel by 'car as driver'.

(b) Don't know responses have been included in the total.

Main reason	SEX.....		TOTAL.....	
	Males	Females	Number	Proportion
	'000	'000	'000	%
Works with or nearby passenger	7.8	3.2	11.0	66.7
Other	3.6	*1.9	5.5	33.3
Total	11.5	5.1	16.6	100.0

(a) Persons who usually work 15 hours or more per week and travel by 'car as driver'.

Main reason	FROM SAME HOUSEHOLD.....		SEX.....		TOTAL.....	
	Number	Proportion %	Males '000	Females '000	Number '000	Proportion %
No one lives near/never asked	122.9	68.3	122.9	85.5	208.4	68.3
Works irregular/different hours	31.5	16.7	31.5	19.5	51.0	16.7
Reluctant to commit to regular start and finish times	2.4	1.2	2.4	1.2	3.6	1.2
Company rules about passengers	5.2	1.8	5.2	2.9	8.1	2.6
No reason	14.6	7.8	14.6	9.2	23.8	7.8
Other	8.7	3.8	8.7	2.9	11.6	3.8
Total(b)	186.0	100.0	186.0	119.1	305.1	100.0

(a) Persons who usually work 15 hours or more per week and travel by 'car as driver'.

(b) Don't know responses have been included in the total.

EXPLANATORY NOTES

INTRODUCTION

1 This publication summarises the results of a survey of Travel to Place of Work and Education. It was conducted throughout the ASD during October 1997 as a supplement to the Australia-wide Monthly Population Survey (which is described in *Labour Force, Australia* (Cat. no. 6203.0)).

2 Information was obtained about modes of transport used to travel to place of work and place of education; the origin and destination of journeys; departure time and duration of trip; main reason for using or not using a bus, train or tram; bicycle usage; whether passengers were taken and types of trips linked to the main work journey.

3 Information about the journey to work was obtained only for persons who had a job 'last week', usually worked 15 hours or more per week and had not been away from their job for 4 weeks or more. Information about the journey to place of study was only collected for persons still attending school (includes kindergarten) and full-time post-school students aged less than 60 years. Information about bicycle non-usage by students, the departure time and duration of the study trip was collected only for full-time post-school students.

SURVEY METHODOLOGY

4 The survey was conducted using a multi-stage area sample of approximately 2,400 private dwellings. It was conducted during the two weeks commencing 6 October 1997. The sample covers about 0.6% of dwellings in the ASD.

SCOPE

5 The survey was conducted for persons aged 4 years and over who were usual residents of private dwellings except:

- members of permanent defence forces;
- certain diplomatic personnel of overseas governments, customarily excluded from censuses and surveys;
- overseas residents in Australia; and
- members of non-Australian defence forces (and their dependents) stationed in Australia.

Residents of other non-private dwellings such as hospitals, motels and jails were excluded from this survey.

COVERAGE

6 For the survey, coverage rules were applied which aimed to ensure that each person was associated with only one dwelling, and hence had only one chance of selection in the survey. Travel to Place of Work and Education questionnaires were applied to all persons within the scope of the survey.

DATA COLLECTION

7 Information is obtained by interview of a responsible adult member of each selected household. Interviewers for the survey are obtained from a panel of trained interviewers who have extensive experience in conducting household surveys.

ESTIMATION PROCEDURE

8 Estimates obtained from the survey are derived using a complex ratio estimation procedure that ensures that the survey estimates conform to an independently estimated distribution of the total population by age, sex and area, rather than to the age-sex-area distribution within the sample itself. This procedure compensates for under-enumeration in the survey and leads to more reliable estimates.

RELIABILITY OF THE ESTIMATES

9 The estimates provided in this publication may be subject to two types of error.

Non-sampling error

10 Inaccuracies may occur because of imperfections in reporting by respondents, and errors made in the processing and coding of the data. These errors can occur whether the estimates are derived from a sample or a complete enumeration. Every effort is made to reduce non-sampling error to a minimum by careful design of questionnaires, intensive training and supervision of interviewers, and effective operating procedures.

Sampling error

11 Since the estimates in this publication are based on information obtained from occupants of a sample of dwellings they are subject to sampling variability; that is, they may differ from the figures that would have been produced if all dwellings had been included in the survey. More information on this topic is given in the Technical Notes.

RELATED PUBLICATIONS

12 Other ABS publications which include information on travel to work and place of education include:

Environmental Issues: People's Views and Practices, Australia, March/April 1996 (Cat. no. 4602.0)

Travel Patterns and Preferences, New South Wales, October 1996
(Cat. no. 9201.1)

Travel to Work and Educational Institutions, Australian Capital Territory, October 1995 (Cat. no. 9201.8)

Travel to Work, School and Shops, Victoria, October 1994 (Cat. no. 9201.2)

Travel to Work and School, Greater Perth Region, October 1994
(Cat. no. 9201.5)

Drivers and Passengers: Travel to Work, Adelaide Statistical Region, October 1993 (Cat. no. 9203.4)

Journey to Work, School and Shop, Adelaide Statistical Division, October 1981 and 1991 (Cat. no. 9201.4)

13 The 1996 Census of Population and Housing collected details on method of travel to work and destination of the work trip. For further information contact Mike Stratton on Adelaide (08) 8237 7414.

1 The estimates in this publication are based on a sample survey of households throughout the ASD and are subject to sampling variability, that is, the estimates may differ from those that would have been produced if all dwellings in the ASD had been included in the survey.

2 One measure of the likely difference is given by the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of dwellings had been included. There are about two chances in three that the sample estimate will differ by less than one SE from the figure that would have been obtained if all dwellings had been included, and about nineteen chances in twenty that the difference will be less than two SEs.

3 A SE expressed as a percentage of the estimate is known as the relative standard error (RSE). For example, if an estimate of 100,000 persons had a SE of 3,200, then the estimate has a RSE of $3,200/100,000 \times 100 = 3.2\%$.

4 The following table gives SEs for general application to estimates of numbers of persons. These figures will not give a precise measure of the SE of a particular estimate, but they will provide an indication of its magnitude.

5 The size of the SE increases with the level of the estimate, so that the larger the estimate the larger is the SE. However, it should be noted that the larger the sampling estimate, the smaller will be the SE in percentage terms. Thus, estimates derived from a larger sample will be relatively more reliable than estimates derived from a smaller sample.

6 Estimates derived from very small sample sizes are subject to such high SEs (relative to the size of the estimate) as to detract seriously from their value for most reasonable uses. Only estimates with SEs less than 25% are considered sufficiently reliable for most purposes. Estimates less than 3,000 have a relative error between 25% and 50% and have been indicated with the symbol *. Estimates with a RSE greater than 50% have been indicated with the symbol **.

7 An example of the calculation and use of standard errors is as follows:

From table 1 (see page 6), an estimated 189,700 students were attending school in October 1997. An estimate of 189,700 has a SE of between 3,200 and 4,150. Using interpolation it can be seen that the estimate has a SE of about 4,050.

There are about two chances in three (66.7%) that the number that would have been estimated if all dwellings had been included in the survey lies in the range 185,650 and 193,750. There are about nineteen chances in twenty (95%) that the number lies between 181,600 and 197,800.

8 Particular care should be taken when comparing figures. It is not correct to assume that an apparent difference between figures is actually significant. Such an estimate is subject to sampling error. An approximate SE of the difference between two estimates (x-y) may be calculated by the following formula:

$$SE(x-y) = \sqrt{[SE(x)]^2 + [SE(y)]^2}$$

9 While this formula will only be exact for differences between separate and uncorrelated characteristics of sub-populations, it is expected to provide a good approximation for all differences likely to be of interest in this publication.

10 Percentages formed from the ratio of two estimates of the same type (such as proportions) are also subject to sampling error. The size of the error depends on the accuracy of both the numerator (x) and the denominator (y). The formula for the RSE of a percentage is given below:

$$RSE(\frac{x}{y}) = \sqrt{[RSE(x)]^2 + [RSE(y)]^2}$$

STANDARD ERRORS OF ESTIMATES

Size of estimate (persons)	Standard error of the estimate	Relative standard error
no.	no.	%
1 000	440	44.3
2 000	620	30.8
3 000	750	24.9
4 000	850	21.1
5 000	940	18.7
8 000	1 150	14.4
10 000	1 250	12.7
20 000	1 700	8.5
30 000	2 000	6.7
40 000	2 250	5.6
50 000	2 450	4.9
100 000	3 200	3.2
200 000	4 150	2.1
300 000	4 800	1.6
400 000	5 300	1.3
500 000	5 800	1.2
1 000 000	7 300	0.7
2 000 000	9 100	0.6

GLOSSARY

Adelaide Statistical Division	The Adelaide Statistical Division (ASD) is made up of the Northern, Western, Eastern and Southern statistical subdivisions and stretches from Gawler (M) in the north to Willunga (DC) in the south.
Drivers	Persons who usually drive by car from within the ASD.
Don't know	On occasions the 'any responsible adult' is unable to provide an answer to a question on behalf of another resident in the household.
Employed persons	Persons aged 15 years or over who usually work 15 hours or more per week and have not been away from their job for 4 weeks or more.
Modes of travel	Information was collected on the single or dual mode(s) of travel usually used for the journeys made by respondents to work and/or study. 'Usually' refers to the majority or trips made per week.
Passengers	These are persons who travel with the driver when the driver goes to work. These passengers need not be travelling to work.
Place of education	This includes kindergartens, primary and secondary schools, colleges and universities and other educational institutions.
Post-school students	Full-time students attending an educational institution other than a kindergarten, primary or secondary school.
Private transport	Motor vehicles (either as driver or passenger) including cars, trucks, vans, utilities and motor cycles, as well as taxis, bicycles, walking and any other form of transport (excluding buses, trains and trams).
Public transport	Includes government, private, community and school buses, trains and trams.
Public transport at all	Persons who use public transport as their main or additional mode of travel.
Students	Persons aged 4 to 59 years who identify themselves as currently undertaking study as a full-time student
Vehicle used for work purposes	Where the vehicle is regularly used for work purposes, including use of a company car to drive to work.

GLOSSARY

Vehicle used for work purposes	When the vehicle is regularly used for work purposes, including use of a company car to drive to work.
Students	Persons aged 4 to 29 years who identify themselves as currently undertaking study as a full-time student.
Public transport at all	Persons who use public transport as their main or additional mode of travel.
Public transport	Includes government, private, community and school buses, taxis and trams.
Private transport	Motor vehicles (excluding taxis) and motor cycles, as well as cars, vans, trucks and any other form of and motor cycles, as well as cars, vans, trucks and any other form of.
Post-school students	Full-time students attending an educational institution other than a kindergarten, primary or secondary school.
Place of education	This includes kindergarten, primary, and secondary schools, colleges and universities and other educational institutions.
Passengers	These are persons who travel with the driver when the driver goes to work. These passengers need not be traveling to work.
Modes of travel	Information was collected on the single or dual mode(s) of travel usually used for the journey made by respondents to work and/or study. Usually refers to the majority or type made per week.
Employed persons	Persons aged 15 years or over who usually work 15 hours or more per week and have not been away from their job for 4 weeks or more.
Don't know	On occasions the respondent is unable to provide an answer to a question on behalf of another resident in the household.
Drivers	Persons who usually drive by car from within the ASD.
At-risk population	The at-risk population (ASP) is made up of the Northern Western District and Southern District, and stretches from Gawler (N) in the north to Wilkes (S) in the south.

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